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INFORMATION REPORT

25X1A

COUNTRY Pakistan

SUBJECT Roads

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1. The map [redacted] is referred to as the "50-mile map of Pakistan First Edition". It is dated 1950 and was printed at the Survey of Pakistan Offices, Murree under the direction of Col C A K Wilson, Surveyor General of Pakistan.

Karachi-Hyderabad-Sukkur-Muzaffargarh-Multan

2. This is a modern metalled road, open at all seasons. It is a two-lane highway of such width that except for a few spots, two cars can pass easily. Bridges are good and could carry any reasonable load. The one across the Indus is single-lane width. There are no fords. Since it traverses level country, there are no grades of consequence and is fairly free of curves. There are a few sharp turns. The section north of Sukkur was under construction in [redacted] but was reported to be near completion [redacted]

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Multan-Khanewal-Montgomery

3. While not shown on the map, there is a good metalled road that follows the railroad. It is of full two-lane width, with no fords or bridges of any consequence. It is flat and curves are gentle.

Lyallpur-Muzaffargarh

4. This road runs west across the Jhelum River and along the west side of the river to Muzaffargarh. Most of this road is not shown on the map. It is a metalled road of full two-lane width with no fords or bridges that obstruct or limit use. It is flat and free of sharp curves.

Lahore-Lyallpur

5. The road through Shargpur is the standard two-lane metalled road, flat, and free of fords, bridges, or curves that would hamper use. There is a new road leading from the Lahore-Sargodha highway to Lyallpur, an added connection. This latter road is not shown on the map.

SEE LAST PAGE FOR SUBJECT & AREA CODES

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-2-

Lahore-Rawalpindi-Peshawar

6. Known as the Grand Trunk Highway, this road is one of the best in construction and maintenance. It is 276 miles of full two-lane width, metalled road. Since it must cross two mountain ranges there are necessarily grades, but it is well engineered and is easily traversed by heavy trucks. Bridges are good and offer no handicaps.

Sialkot-Jammu-Srinagar

7. This road traverses mountainous country and is not well engineered. It is necessarily winding but the curves are sharp and grades steep. While passable for autos and small trucks, it would be difficult for heavy equipment. It is partially metalled and in spots is one-lane. There are no fords and bridges are adequate. It is usable at all seasons.

Peshawar-Attock-Chakwal-Khushab-Lyallpur

8. This is all metalled road of narrow two-lane width. The stretch between Chakwal and Khushab crosses a mountain range and has severe grades and sharp curves. This portion is passable at all seasons but would be difficult, if not impossible, for heavy trucks. The remainder of the road is quite flat and free of bad curves. There are two large bridges. The one crossing the Indus River is a toll bridge and, [REDACTED] of one-lane width. The bridge over the Jhelum is a good reinforced concrete bridge of two-full-lane width.

Sukkur-Sibi-Quetta

9. This is one of the better roads, equal to the Grand Truck Highway. It is all metalled and of ample two-lane width. It is well engineered with easy grades and wide curves. Maintenance is better than average.

Quetta-Hindubagh-Fort Sandeman

10. This is a narrow two-lane road, all metalled. The country traversed is rough and the road necessarily crooked and with many sharp curves. It is easily passable at all seasons by autos and small trucks but would be a difficult, if not impossible, journey for heavy vehicles. There are no bridges of importance.

Quetta-Ziarat-Loralai-Mekhtar

11. This is a duplicate of the road through Hindubagh, not quite as well engineered or maintained. Some minor sections are waterbound surface.

Quetta-Chaman

12. This is a good metalled, wide two-lane road with no bothersome grades or sharp curves.

Karachi-Khuzdar-Quetta

13. [REDACTED] never traveled this road as it passes through a desert area and lacks service stations. Travelers between Karachi and Quetta would always take the road via Sukkur.
14. Except for the last mentioned road, they all have adequate service facilities.

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